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Secretary's Message

I am pleased to submit this sixth quarterly report in accordance with Chapter 53 of the Acts of 1999. This report covers the period from October 1, 2001 to December 31, 2001.

Governor Swift and I are pleased to announce that the Route 3 Project continues to progress on schedule and under budget. This project is a symbol of a new era in transportation construction and finance. The success of this project to this point in time bodes well for the future of innovative construction and finance methods. I am very proud of the role the Executive Office of Transportation and Construction and the Massachusetts Highway Department have played on this project. The employees of both agencies have been instrumental in our success to-date.



The Route 3 Project continues to achieve significant milestones in construction. In this quarter a major accomplishment was recognized with the completion of the Route 495 temporary bridges. The Modern Continental Team continues to work at an impressive pace. In addition, the support of area officials, the Legislature and citizens along the Route 3 corridor has been key in moving this project forward. On behalf of Governor Swift, I want to thank all of you who have been so helpful in keeping this project on schedule. Your support and assistance is very much appreciated.

My office, the Executive Office of Administration and Finance, and the Modern Continental Team continue to explore the possibilities of refinancing the Project's bonds. This will result in significant savings to the Commonwealth. In addition, we have worked together with Modern Continental to develop Value Engineering proposals that have resulted in millions of dollars of savings. These initiatives allow us the flexibility to consider improvements to the project, such as additional sound barriers, while keeping the project under budget.

As many of you know, Mike Lenihan, the Project Manager for Route 3, has recently taken an extended sick leave. Mike made an enormous contribution to the success of this project. Those who have worked with Mike over these last two years know that without him this project would not be where it is today. All of us wish Mike and his family the best in the weeks and months ahead and we look forward to Mike's return to MassHighway to complete the work he so successfully started.

Kevin J. Sullivan
Secretary



Section I: *Quarterly Report Oct 1, 2001 to Dec 31, 2001*

Design and Construction

The construction work performed this period includes rock drilling with three drill rigs, rock blasting and rock excavation within the wide median area in the southern segments of the project. Some drilling and blasting is also required in the northern wide median segment. Tree clearing and topsoil excavation continued along the outer edges of Route 3 southbound and northbound in the narrow median/middle segment of the project from Route 129 to Stedman Street. Earthwork continues throughout the project limits and includes cutting and filling in the median areas, along the outer edges of Route 3 in the narrow median area, and in the interchange areas.



Rock Blasting and Drill Rigs

Construction of the interim drainage system is nearly complete except for two locations that will be completed once the flood storage sites are ready. The interim drainage system is comprised of temporary and permanent components. The temporary components are required during construction but will be removed and replaced when the permanent system is installed. The permanent drainage system in the median area is also progressing at a good pace with three drainage crews north of Route 128. Interim drainage system installation continues in the northerly wide median segment.

Excavation at Hales Brook mitigation site continues. Placement of erosion sedimentation controls and tree clearing and stump removal continues along Route 3.

The Concord Road bridge abutments are progressing and the pier caps were poured in December 2001. The blasting and excavation at Farm Road was completed for the south and north abutment footings. The center pier and west abutment footings were poured at Rangeway Road Bridge. The area for the new Treble Cove Road bridge abutments was cleared of trees and the stumps were removed.



10. 18. 2001

Launch of the Route 495 North Temporary Bridge

The Route 495 northbound temporary bridge was completed and opened to traffic on December 15, 2001. The Route 495 southbound temporary bridge was completed and opened to traffic on December 22, 2001. At the new Route 495 bridge, the excavation support system and demolition are slated to commence in January, 2002.

Installation of the excavation support system and pile driving is anticipated to begin at the Route 129 bridge in January, 2002. The excavation support system was completed at the Riverneck Road bridge and bridge construction will begin once the design of the substructure is approved by MassHighway.

At Route 113 in Tyngsborough the concrete for the west abutment walls has been poured and the wing walls have been formed. Concrete for the center piers was poured and the pier cap were formed. The east abutment is excavated and the footing is currently being formed. Foundation piles were installed for Phase One construction at Groton Road and Westford Road. Both north and south abutments at Main Street were poured and construction of Groton Road and Westford Road abutments is pending the resolution of field design changes on the foundation piles.

Construction of the roadway embankments for the relocated local roadways over Route 3 is ongoing at a number of locations throughout the project. The photograph below shows the area adjacent to Concord Road where the new bridge over Route 3 will be constructed. At this location, gravel fill is being placed and compacted in lifts to create the new roadway.



Relocated Concord Road Construction

Roadway and Drainage

Segment I:

The Development Team submitted the balance of the sub-drain design for the median area. Modern Continental Construction is installing the portions of sub-drain that have been released for construction. In addition to the sub-drain, permanent drainage design for the median in Segment I has been released for construction.

MassHighway is currently reviewing the 100% roadway plan submittal. These plans include all geometry of the Route 3 main line roadway and all cross road geometry.

Segment II:

Plans for the Segment II drainage have been submitted to MassHighway and approval is pending resolution of clear zone issues. The final Grade and Drainage plans are still under review and revisions are being made by the Development Team. The Development Team continues to work on cross street geometry issues.

Interim drainage plans have been submitted for the area along the outside edges of Route 3. Approval is pending resolution of comments.

Segment III:

Grading and drainage for the median has been approved by MassHighway and construction is underway. The 100% grading and drainage design package was submitted to MassHighway. Phase Three interim drainage has been approved. Permanent median drainage has been restricted to areas outside the Zone 2 area in Chelmsford until the design issues are resolved with the North Chelmsford Water District.



The Route 3 median area has been filled and graded, the drainage system has been installed and the Jersey Barriers are being placed along the edge of the roadway to separate the travel way from the work zone area.

Bridge Construction

Construction work is ongoing for the following bridges:

Segment I - Route 95/128 to Route 129

- Route 62 (Exit 26)

The first concrete on the Route 3 project was poured at this bridge during the last week of September. The abutments and wing-walls were constructed for the widened bridge carrying Route 3 over Route 62 in Bedford in October. Construction of other elements for this new bridge structure will be ongoing. This bridge will be located between the existing northbound and southbound lanes of Route 3. The abutments for the new bridge carrying Route 3 were set back from Route 62. This allows Route 62 to be widened under Route 3 and improves traffic flow in this area.

The following two photographs were taken from the same location and show the abutment construction that occurred earlier this quarter and the structural steel placed on the abutments later in this quarter.



Route 62 Abutment Construction



Structural Steel in place at Route 62

Structural steel for the new bridge carrying the widened lanes of Route 3 in the median area was installed over Route 62 in early December.

- Old Billerica Road (Local road over Route 3 between Route 62 and Concord Road)

The Development Team finalized the alignment of the new bridge with the cooperation of the Town of Bedford and local residents in November. Construction is slated to begin early in the year 2002.

- Concord Road (Exit 27)

Work is progressing on the abutments and center piers. In the beginning of January 2002, structural steel is expected to be installed and will carry the new Concord Road Bridge over Route 3. Partial demolition of Concord Road took place in early September.

- Farm Road (Local road under Route 3 between Concord Road and Treble Cove Road)

Work has started on the footings for the new bridge structure that will carry Route 3 over Farm Road.

- Treble Cove Road (Exit 28)

Blasting for the bridge footings will occur during the month of January. Work on the center piers and abutments will follow blasting operations.

- Rangeway Road (Local road over Route 3 between Treble Cove Road and Rte 129)

Tree clearing, earth support and utility relocation took place during the month of December. Work on the center pier and abutments is ongoing.

Segment II – Route 129 to Drum Hill Rotary

- Route 129 (Exit 29)

Utility relocation is ongoing for the new Route 129 Bridge. The new bridge will be built on an alignment immediately to the south of the existing bridge. Tree clearing has been completed and topsoil has been excavated in preparation for the new bridge alignment.

- Riverneck Road (Local road over Route 3 between Route 129 and Route 495)

Partial demolition of the Riverneck Road Bridge has been completed. This demolition is necessary for the alignment of the new bridge to be constructed just to the north of the existing structure. Earth support work on the existing abutments is ongoing.

- Temporary Route 495 Bridges over Route 3

Construction of the temporary bridge carrying Route 495 traffic over Route 3 was completed and the lane shifts occurred in mid-December. The lane shift will provide workcrews access for the existing Route 495 southbound bridge which will be demolished. This will allow for the construction of the first permanent bridge structure carrying Route 495 southbound over Route 3.

- Route 110 (Exit 31)

Limited tree clearing has occurred at Route 110. Final plans are being reviewed by MassHighway and the environmental agencies.

- Drum Hill Rotary (Exit 32)

Final plans are being reviewed by MassHighway and the environmental agencies. Tree clearing is expected to begin in January 2002.

Segment III – Drum Hill Rotary to New Hampshire

- Richardson Road (Local road under Route 3 just north of Drum Hill)

Work is ongoing on the abutments. Earth support and permanent piles have been installed. This new bridge will be built between the existing north and southbound lanes of Route 3.

- Groton Road/Route 40 (Local road under Route 3 north of Richardson Road in Chelmsford)

Earth support and permanent piles have been installed. Structural steel is scheduled for installation in January 2002. This bridge will be built between the existing north and southbound lanes of Route 3.

- Main Street (Local road under Route 3 between the Drum Hill Rotary and Richardson Road in Chelmsford)

Abutment work is ongoing and will continue during the month of January 2002. Structural steel is scheduled for installation in January 2002. Most of the construction will be accessed directly from the Route 3 median.

- Westford Road (Exit 34)

Earth support and permanent piles have been installed. Structural steel is scheduled for installation in January 2002. Work will be ongoing.

- Kendall Road/Route 113 (Exit 35)

Work crews are finishing installation of the abutments and center piers for Route 113. Structural steel is expected to be installed by the end of January 2002. This bridge will be built just south of the existing Kendall Road Bridge. Construction of this new bridge should not have any impact on the existing traffic on Kendall Road.

- Locust Avenue (Local road over Route 3 between Kendall and Middlesex Roads)

Work on the center piers and abutments is ongoing. Locust Avenue will be closed for approximately one year while a new bridge is built within the same footprint.



Locust Ave Demolition

On the previous page the photograph shows the Locust Avenue bridge which is partially demolished. The bridge demolition work occurred at night and while this work is ongoing the traffic was diverted off of Route 3 at the prior exit and onto local roads. The traffic is allowed back onto Route 3 at the next interchange. The demolition of the easterly half of the Locust Avenue Bridge took only one night to complete. As of the end of this quarter this bridge has been completely demolished and abutment and pier construction has started.

Quality Control/Quality Assurance

The Request for Proposals (RFP) under the design/build approach, authorized by Chapter 53 of the Acts of 1999, shifted many responsibilities to the Development Team. A program for testing and inspecting materials incorporated into the project is critical to ensure that the Commonwealth gets a quality product. A Quality Control/Quality Assurance (QC/QA) Program is the means by which the Owner ensures this quality. The terms of the QC/QA Program for the Route 3 Project are required as part of the Development Team's Construction Quality Management Plan (CQMP).

The Development Agreement contained provisions that required the Development Team to be responsible for all aspects of the QC/QA Program. As the Project moved forward, FHWA raised concerns regarding the Independent Verification sampling, testing and inspection to be done under the QC/QA Program. The MassHighway and FHWA agreed that regulations precluded the entity performing the Quality Control sampling, testing and inspection from performing the Independent Verification sampling, testing and inspection. The Independent Verification is an integral part of a successful Quality Assurance (QA) Program. After several months of negotiations, the FHWA approved a plan where the Verification sampling, testing and inspection would be performed by a consultant hired by the Owner.

MassHighway awarded the Consultant Services contract to Advanced Testing Corporation to perform the Verification sampling, testing and inspection in October of 2001.

MOSES Matter Related to Material Testing

The Massachusetts Organization of State Engineers and Scientists (MOSES) is the union that represents the engineers who work for MassHighway. In October 2001, MOSES filed a complaint with the Labor Relations Commission (LRC) in which it claimed that, because MassHighway had contracted a portion of Modern Continental Construction's scope of work on the Route 3 Project, it had engaged in a labor practice prohibited by the Public Employees' Labor Relations Act.

Chapter 53 of the Acts of 1999, which authorized the Route 3 Project, contained a provision that stated that the "The secretary may enter into a binding development agreement with the selected developer, which development agreement shall . . . provide that the

department's construction inspections shall be conducted by personnel employed directly and on a full-time basis by the department.”

It is the Owner’s position that there are two separate and distinct types of work on the Route 3 Project that MOSES is attempting to lump together. The Owner’s position is that construction inspection and material sampling and testing for verification purposes are two separate and distinct classifications of work. The second type, called Verification Sampling, Testing and Inspection, is required by 23 CFR Part 637 to validate the quality of the product and to confirm that Modern Continental Construction’s QC Program is working properly.

MassHighway’s construction inspections are the inspections of the physical elements of the work and are carried out by engineers employed by MassHighway on the Route 3 Project to ensure that the contractor is performing the actual construction work, on a day-to-day basis, in a proper manner and in accordance with the Development Agreement requirements.

Independent Verification Testing involves testing or inspecting a smaller number of random samples to confirm the results obtained by Modern Continental Construction’s QC team. One component of the random sampling, testing and inspection is sometimes referred to as “plant inspections” of materials to be delivered to a project. MassHighway in the past has used consultants to assist in its in-plant materials sampling, testing and inspections.

The union’s complaint before the LRC states that the violation of the labor statute occurred when MassHighway “....assigned non-bargaining unit employees to perform duties associated with supervising and inspecting [MassHighway] construction duties.” A hearing on this matter is pending but a hearing date has not been scheduled. It is the Owner’s position that construction inspections is work substantially different from materials testing. Furthermore, MassHighway employees conduct all construction inspections in compliance with the Route 3 Authorizing statute.

In addition to the complaint filed with the LRC, on December 31, 2001, MOSES also filed a complaint in Suffolk Superior Court to enjoin the Verification, sampling, testing and inspection being performed by Advanced Testing Corporation as part of the Verification Testing Program.

Environmental

Wetland Protection Act Mitigation Issues

The Development Team is working with MassHighway and the various local, state and Federal environmental agencies to ensure that the design plans are consistent with the Mass. Department of Environmental Protection (DEP) and the Army Corps of Engineers (ACOE) request to change several of the wetland mitigation sites specified in the Final Environmental Impact Report (FEIR).

New wetland mitigation sites were sent to DEP on December 16, 2001. Another new mitigation site, Hales Brook II, was submitted to DEP and the ACOE on November 28, 2001.

The Hales Brook mitigation site has been partially completed and the excavation at this mitigation site continued as shown in the photograph below. Placement of erosion sedimentation controls and the tree clearing for other mitigation sites continues along Route 3.



Hales Brook Mitigation Site

The geometry of Segment Two is being defined by Amendment 4/2 which may allow for further impact needed in that area. MassHighway submitted the amendment to DEP/ACOE for review on November 19, 2001. The ACOE and DEP held a site tour on November 26, 2001 to review candidate locations to eliminate some retaining walls. At the December 17, 2001 meeting, the DEP and ACOE stated that the wetland impact submitted might require public comments. The Development Team is reassessing the impact slopes and will provide a re-submission in early January 2002.

The Development Team submitted Amendment Seven to MassHighway. This amendment addressed wetland impacts resulting from geometric changes on Concord Road

and proposed wetland mitigation measures to compensate for those impacts. The Amendment was returned to Modern Continental Construction pending resolution of issues with the Concord Road design.

Chapter 91 Licenses:

A Chapter 91 License is a permit required by DEP for the construction of a bridge over a navigable waterway. There are three Chapter 91 Licenses required on this project for bridges over the Shawsheen River, Concord River and River Meadow Brook.

DEP issued the Shawsheen River Chapter 91 Application number and the public notice was published in the Environmental Monitor on October 18, 2001. The Public Comment Period concluded November 17, 2001. Currently the mylars for the license will be finalized upon issuance of MassHighway bridge comments.

The Development Team will complete and submit mylars for the Concord River Bridge Chapter 91 License in early January after MassHighway comments are incorporated. The National Park Service (NPS) approved the proposed Concord River arch concept for further development on October 12, 2001. The Chapter 91 application was submitted on September 18, 2001. The DEP advertised in the Environmental Monitor on October 18, 2001.

River Meadow Brook Chapter 91 License public comment period began on October 2, 2001 and concluded on November 1, 2001. The mylar drawings for the Chapter 91 License have been on hold until the resolution of the Value Engineering proposal to extend the existing culvert instead of replacing it with a new bridge. The license is critical to the project's completion.

Hazardous Materials

Petroleum contaminated soil was found at the Drum Hill Mitigation Area and the MassHighway is monitoring the area for additional information. Three well points were established in December 2001.

MassHighway returned EPA comments to Modern Continental Construction on December 19, 2001 on the Charles George Landfill Superfund Site. These comments are being addressed and a revised hazardous waste handling plan for this area will be resubmitted.

Project Advisory Council (PAC)

The October PAC meeting was held at the Shawsheen Valley Technical High School, in Westford, on October 4, 2001. This meeting focused on a project finance presentation, which was made by Meghan Burke from Mintz Levin Cohn Ferris Glovsky and Popeo, PC.

The Town of Burlington hosted the November PAC meeting at its Town Hall on November 1, 2001. There was an update of the project regarding environmental permits,

upcoming demolition of bridges and the detouring of traffic for one night onto local streets in New Hampshire for the demolition of the Locust Avenue bridge. The PAC members submitted a letter sent to Commissioner Amorello inviting him to a PAC meeting. URS reported on the staging and construction of the temporary I-495 bridges.

The December PAC meeting was hosted by Modern Continental Construction on December 6, 2001, at the Lowell Elks Club. The focus of the meeting was on the up-coming traffic shifts at the I-495 interchange, with both northbound and southbound temporary bridges scheduled to open during the month of December. PAC members were told that the study of the noise barriers would be done by the engineering firm of Harris, Miller, Miller and Hanson (HMMH) with monies made available by savings through value engineering and refinancing.

Community Outreach

Bob Colt of the Development Team participated once again with the Environment Group at the McCarthy School in Chelmsford providing a briefing on environmental issues affecting the project, especially the wetland mitigation sites. Mr. Colt also attended the monthly meeting of the Billerica Lions where local business owners were briefed on the ongoing progress of the project.

The Towns of Bedford and Billerica worked with the Development Team to develop an acceptable Traffic Management Plan (TMP) for the installation of structural steel over Route 62. Also, the Town of Chelmsford and the City of Lowell were included in the development of the TMP for nighttime detours necessary to open the temporary bridges at Route 495 as well as the detour that supported the necessary temporary repairs to the Riverneck Road Bridge in Chelmsford.

The Modern Continental Team's community outreach efforts also supported blasting operations as new blast sites were established in Billerica's Manning Road area and the Westford Road area in Westford. There was a public meeting held in Bedford convened by the Bedford Fire Department as the blasting operations approached the Ledgewood neighborhood just south of Route 62.

Miscellaneous Topics

Safety

In October there was one injury that did not result in any loss of work. In November there were no recorded lost time injuries. Modern Continental Construction had one lost time injury in December 2001. The low accident rate on this project demonstrates that there is an effective work zone safety program.

Modern Continental Construction received notification from MassHighway of an incident of debris falling from dump trucks along Route 3. Modern Continental Construction

has notified the subcontractor in question, reviewed safety procedures for daily inspections of the trucks to ensure the covers and tail gates are operational and being used for all loads. Modern Continental Construction responded to MassHighway's letter detailing the actions taken to prevent a reoccurrence of this incident.

Labor Harmony & DBE Goals

The work crews, which are made up of various trades, have been working in harmony with each other and with the supervisory staff of Modern Continental Construction and all of its sub-contractors. Union labor is being employed on this project and there have not been any labor issues to date.

Modern Continental Construction is working to achieve the Disadvantaged Business Enterprise (DBE) objectives established in the Development Agreement. The Route 3 Project has a goal of 15% participation for both the design and construction phases of the project. The current percentage of design DBE participation is approximately 13%. It is still in the early stages of the construction schedule and Modern Continental Construction continues to enter into subcontracts with construction contractors and look for opportunities for DBE companies.

The areas where DBE owned companies have been participating in the project include trucking services, steel erection, construction inspection, and construction survey. Other individual trade goals are monitored using Champ Software. On a monthly basis Modern Continental Construction's Civil Rights Compliance Officer transmits an updated electronic file that tracks both the percentage of minority and women workers employed by trade. Over 60% of the construction phase DBE value is in the bridge steel and demolition tasks that started in the fall of 2001 and will become more prevalent in the spring of 2002. Modern Continental continues to work to achieve the DBE objectives established in the Development Agreement.

The Construction Industries Training Assistance Program (CITAP), through its Laborer's Pre-apprenticeship Training Project, has provided Modern Continental Construction with trainees for the Route 3 Project. The agencies that are working with Modern Continental Construction on this project include MassHighway, the Laborers Union, the Division of Apprentice Training (DAT), its subcontractor, Women in the Building Trades (WIBT), and Middlesex Community College.

Thirty-five people were recruited for the training program. Ten were interviewed and of that group eight were accepted for training and all eight graduated. Six of the graduates were accepted into the Laborers' Apprenticeship Training Program and referred to Modern Continental Construction.

Utility Relocation Status

Preliminary designs based on proposed locations of the utilities have been completed and reviewed with the affected utility companies. Utility agreements have been negotiated and

agreed to by all utility companies. Modern Continental Construction is in continued negotiations with Verizon and Massachusetts Electric Company on schedule and cost for each location.

N-Star has been contacted and Modern Continental is waiting for costs related to the work at the Route 62 and Old Billerica Road locations.

KeySpan has been alerted that the Concord Road work has started. Relocation of the existing gas line, from Route 110 to Stedman Street, starts in January 2002 and is scheduled to end early in February 2002. KeySpan has agreed to shut down the Stedman Street gas main on March 1, 2002.

At the Route 495 Interchange conduit and fiber-optic cables have been relocated from the existing bridge to a new underground location.

The telephone and electrical lines under Farm Road have been temporarily relocated aerially so that blasting operations could be performed for the new Farm Road Bridge. A pole has been relocated at Locust Ave by Massachusetts Electric Company.

Section II: Project Schedule for Next Quarter

Blasting along the corridor is ongoing. As blasting moves into new locations, the public will be notified via local media, roadside message board signs and hand-delivered fliers within 1000 ft. of the new blast area. The blasting contractor is Atlantic Drilling and Blasting Company.

Bridge abutments and piers will continue on the above-mentioned bridges. Tree clearing outside the median and along the bridges will continue as work on each bridge begins.

The Route 3 website will continue to operate as an invaluable link to the Project schedule and weekly work plan. It is anticipated that the number of individuals subscribed to the email alert system will top 3800 this quarter.

Section III: EOTC/MassHighway Project Team

John E. Gregg, Traffic Engineer

When the Route 3 North Project was awarded in 2000, John was the most likely candidate to oversee traffic management on the project. His knowledge of traffic design, as well as his dedication and attention to MassHighway standards made him the perfect choice.

After graduating from the University of Lowell, Magna Cum Laude in 1984 with a B.S. in Civil Engineering, John gained experience working for J&A Builders in Methuen, Massachusetts as a Design Engineer on various roadway, sewer, and drainage systems projects. He then joined MassHighway in 1985 at District Five in Danvers where he had various assignments in the Projects, Maintenance and Construction sections. In 1988, he became Assistant Traffic Engineer and in 1993, after moving to District Four, he became Traffic Engineer overseeing state related traffic engineering issues

As well as being certified as a professional engineer in Massachusetts, John holds that certification in the state of New Hampshire. He is an alumni member of Chi Epsilon and Tau Beta Pi Honor Societies as well as a member of ASCE/BSCES.

John is single and resides in Haverhill. When he is not resolving traffic issues on the Route 3 Project, he is an avid golfer and enjoys skiing. He is a true team player in every sense of the word.



Daniel Casaleotto, P.E. Construction Supervisor

Dan is a very busy member of the Route 3 North project team. He currently divides his time between the Boston Construction Office and the Route 3 Field Office in Westford. He handles all construction related issues for the project.

Although he is one of the youngest supervisors on this project, he brings a wealth of experience to Route 3. Dan joined MassHighway in 1991 after graduating with a Bachelor of Science degree in Civil Engineering from the University of New Hampshire. From 1991 to 1997 he worked in various districts on bridge construction projects until being promoted to District Construction Area Supervisor in 1997. He gained most of his experience on bridge construction projects. This included work on the \$40 million Beverly/Salem Bridge.



In the meantime, while working for MassHighway full time during the day, Dan enrolled in Salem State College and pursued a Master's degree at night. His perseverance and hard work paid off and he received a Master's in Business Administration. He also received his Professional Engineering License in 1999.

In June, 2000, he was moved to the Boston Office and promoted to Area Engineer. When the Route 3 Project moved forward, Dan was the ideal choice for Construction Supervisor. This is no easy task but Dan is up to the challenge and doesn't mind dividing his time between the two locations, Boston and Westford.

Dan lives in Groveland with his wife, Joanne, and 2 year-old daughter, Stephanie.

Albert Kwok, Field Material Engineer

Albert's experience in concrete mix, paving materials, and soil sampling and testing, as well as other construction materials makes him a tremendous asset to this project. He also reviews and monitors the contractor's quality control activities to ensure compliance with MassHighway specifications. Albert's experience and background are well utilized in overseeing the materials for a project this size.

He moved to the United States from Hong Kong in 1989 with ten years of construction experience as an inspector with the Water Supplies Department as well as having worked for a civil engineering consultant firm located in Hong Kong. He attended Hong Kong Polytechnic University, receiving certificates in Industrial Safety and Civil Engineering, and in 1979, a diploma in Civil Engineering.

In 1994, Albert graduated Magna Cum Laude with a degree in Civil Engineering Technology from the University of Massachusetts/Lowell. While at UMass/Lowell, he was a member of Alpha Sigma Lambda Honor Society.

After graduation, Albert worked for a year with Weston & Sampson Engineers, Inc. as an Associate Resident Representative on a project to upgrade the existing waste management system for the Town of Chelmsford, Massachusetts. In 1995, he joined MassHighway in the District Three Construction Section. As an assistant Resident Engineer, he was involved in numerous resurfacing and highway safety improvement projects.

Albert lives in North Andover with his wife and twelve year old daughter.



Jack Wood, Highway Design Oversight

Jack probably knows Route 3 better than anyone. As a resident of Westford, Jack is a frequent traveler on the corridor. His job consists of “Over the Shoulder” reviews of the roadway design, interim and permanent drainage, and Release for Construction approvals.

His experience in positions such as Project Design Reviewer, District Public/Private Development Engineer (where he reviewed Environmental Impact Reports), as well as being a contact with MEPA and Regional Planning Agencies has prepared him for his work on the Route 3 North Project. Jack is also responsible for quality assurance and quality control documentation by the Developer as well as maintaining design compliance with the Development Agreement and MassHighway standards and specifications.



Jack began his career with MassHighway in 1976 at the District Two office in Northampton. Two years were spent assigned to the Materials Lab doing cement, concrete, and bituminous concrete batch plant inspection. Jack was then assigned to the Construction Section and served as an Assistant Resident Engineer and then Resident Engineer for a period of 12 years. Jack worked on various construction projects in both District Two and District Four, having transferred to District Four in 1987.

He received his degree in Civil Engineering from State University of New York at Alfred in 1970. He resides in Westford with his wife, Linda, and fourteen year old son, Kevin, and is active in town youth sports programs.

Section IV: Appendix

The attached appendix contains a list of the PAC representatives from each community, meeting notes and attendance sheets from the PAC meetings during this reporting period.

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Route 3 Project Advisory Council Meeting
Shawsheen Valley Regional Technical School, Billerica
October 4, 2001

The Route 3 Project Advisory Council meeting took place at the Shawsheen Valley Regional Technical School in Billerica on October 4, 2001. Bob Cunningham, the Principal of the School, welcomed everyone to the meeting on behalf of the Town of Billerica. Mary Carrier further greeted Project Advisory Council members and asked if there were any additions to the minutes. She suggested that Project Advisory Council members get through the full agenda and then open up the meeting for public discussion. Rick Reed said that the public might want to make an initial thirty-second summary about what they may want to address at the end of the meeting.

Mary Carrier stated that the Noise Study is not dead, but that it has been suspended. The Highway Commissioner is looking at it as part of a statewide program and when the Commissioner decides, she'll inform everyone. Sen. Panagiotakos and Sen. Fargo have sent letters to the Commissioner on the issue.

John Greeley gave the Route 3 Project update stating that blasting is continuing very smoothly. The Billerica BMX track is getting completed, with Modern Continental putting in the gate and finishing the work. The temporary bridges are being put into place at Route 495. There is still work on demolishing the Locust Avenue Bridge, which will be done by mid-November. The Modern Continental Team is working with the City of Nashua and the State of New Hampshire on a detour plan. The Request for Proposal for Route 3 Ancillary Development is scheduled to be released on October 4, 2001, with an informational meeting scheduled for October 18th at 10 AM at the Route 3 site office in Westford. Formal proposals are due back by December 19th. Letters of interest will be sent in by October 12th. Rick Reed would like Project Advisory Council members to see the letters of interest.

Meghan Burke, a Partner at Mintz, Levin began the financial presentation with a description of the Association which was created to get the lowest level of cost on tax exempt bonds for the Route 3 Project. They were fixed rate bonds, so that the costs would be known upfront. The Massachusetts Legislature put \$14 million up for initial costs. Solomon, Smith & Barney came up with innovative financing to lock in earnings and make for attractive bonds.

Frank Suszynski of MassHighway described the monthly payment system in which MassHighway evaluates and pays for the 5,000 to 6,000 construction activities that have been identified. Certain activities are paid monthly to Modern Continental, while others are progress payments on the basis of percentage of work activity completed and the percentage that had been agreed upon in the contract. Spending costs are where they have to be in line with the February 2004 completion of the Project.

Jack McDonnell passed out for the review of members, an eleven-page document, Route 3 North Transportation Improvements Project Finance Plan-Update 2001, which the Executive Office of Transportation and Construction and the Massachusetts Highway Department submitted to the Federal Highway Administration in August 2001. Mike Lenihan said that so far the Route 3 Project is just under what the costs were estimated to be.

In the public question and answer segment, Paula Fretwell expressed disappointment in the Noise Study suspension and stated that in the original study, Waterford Place was not shown on the maps used and mistakes were made on the number of houses counted, which should now be corrected. Christine Mizioch will go back and review the field work done at the time and will meet with the Fretwells.

Rick Reed asked if the Commissioner and Chief Engineer could attend the next Project Advisory Council meeting to go over the Noise Restudy plans. Phil Eliopoulos is meeting with the Commissioner on October 9th and will invite the Commissioner to the next meeting and relay members concerns.

Ellen Rawlings asked about the status of Treble Cove Road plans and was told that the Project will construct the original design for this area, as the proposed change was not feasible within the time constraints of the project.

The next meeting of the Project Advisory Council will be November 1, 2001.

Route 3 Project Advisory Council Meeting
Burlington Town Hall
November 1, 2001

The Route 3 Project Advisory Council meeting took place at the Burlington Town Hall on November 1, 2001. Mary Carrier welcomed everyone and thanked Burlington and Bob Mercier for hosting the meeting.

Jack McDonnell began the Route 3 Project Update by saying that MassHighway is pleased with the progress of the Highway Construction. He said that additional environmental permits have been secured for the Segment 2 clearings. Blasting is ongoing and people are very satisfied with the community outreach.

John Greeley reported that bridgework is taking place on ten different bridges. The final third of the Locust Avenue Bridge will be demolished in the coming weeks. Modern Continental is working with the City of Nashua and the State of New Hampshire on a detour plan from Exit 1 in New Hampshire for this one night demolition. The Park and Ride site in Tyngsborough has been prepared and the land is being cleared. The Bedford Planning Board has given approval to the Project's petition to remove trees on Old Billerica Road. Another Scenic Road, Concord Road has a hearing scheduled for November 5, 2001 before the Billerica Planning Board. There is work going on in 6 or 8 wetland mitigation sites and flood land clearing. John Greeley further stated that temporary bridges on each side of Route 495 are going up, with work so far being done during the daytime. Both bridges are scheduled to be opened in the beginning of December.

Jack McDonnell thanked Rick Reed, Rep. Charles Murphy, John Greeley, Mary Carrier and Mark Shamon for their help in resolving the Old Billerica Road discussions.

Bob Mercier asked on the work schedule for the winter months and Jack McDonnell said that much of the same work would continue except for some earthwork and paving. Special attention will be given to traffic around the major malls in Tyngsborough and Burlington.

Rick Reed distributed a letter that was sent by the Project Advisory Council members to Commissioner Matthew Amorello, inviting him to speak at a Project Advisory Council meeting and the responding letter saying that he would look forward to attending a future Project Advisory Council meeting.

Dan Deighan, the Design Manager of URS reported on the staging and construction around the I-495 Bridges. Temporary structures are now under construction and there will be a temporary road, which will shift traffic through stages until the wider highway and bridges are completed. The temporary bridges are expected to be completed by the end of November. There will be a reduced speed limit of 35 MPH. The shift in lanes that is necessary will be done on weekends. Dan Deighan displayed a number of traffic management plans to illustrate the staging of the lane switches.

Rick Reed asked if MassHighway uses a newer standard of noise reduction pavement. Jack McDonnell responded that the noise reduction pavement that has been used elsewhere in

the United States does not last as long and as time goes on dirt fills in the pavement and the noise reduction is lessened. He will get a letter from MassHighway explaining the modified top coarse asphalt that is used.

The ancillary development meeting sign-in sheet, addendum, and letters of interest will be made available. Mark Paul of Modern Continental will address issues that allow Towns such as Burlington to respond to the Request for Proposal. Rick Reed is to receive an answer on the Crosby Road flyover letter. Bob Flynn requested the traffic counts on Route 3 that are available from August 2001.

The next meeting of the Project Advisory Council will be December 6, 2001.

**Route 3 Project Advisory Council
Lowell Elks Club
December 6, 2001**

The Route 3 Project Advisory Council meeting took place at the Lowell Elks Club on December 6, 2001. Jack McDonnell welcomed everyone and explained that the question of the Noise Barrier Study had been worked out and that the Highway Commissioner would not be at this meeting. The study of the Noise Barriers would be done by HMMH with monies made available by savings through value engineering and refinancing. Community meetings will be part of the scope of the study. The consultants need to be in touch with the communities early on to hear their concerns.

John Greeley gave the Project Update stating that the Route 495 lane moves will begin on December 14, 2001 with first the northbound collector distributor road being moved to the temporary northbound bridge and the northbound mainline moving onto the former lanes of the northbound cd road. The following weekend, the southbound collector distributor road will be moved to the temporary southbound bridge, and finally the southbound mainline will be moved to the former northbound alignment. After that, the existing bridge can begin to be demolished and a new bridge built. On December 17 and 18, 2001 in Bedford at Route 62, the first steel will be set over the highway. There are now between four and six blasts a day break-up the rock in the median of Route 3. Twelve bridges are now under construction along the Route 3 Corridor.

Jack McDonnell addressed Bedford Town Administrator Rick Reed's prior question on why open grade friction asphalt is not used on the Route 3 Project. While this pavement may reduce tire noise, it can't be put down in temperatures below 60 degrees Fahrenheit and it requires the use of more salt. MassHighway has experimented with it for ten years and found that it does not last over the long term. John Kennedy pointed out that this pavement settles and creates certain erosions of the highway and its life is half that of the pavements now being used.

John Greeley re-iterated the proposed elimination of the flyover at Crosby Drive. Before the design is done, it will be brought to the Tri-Town Committee. John Kennedy said that the final construction staging plans are being completed and the new Drum Hill Square work can be done within the current egg shaped configuration. Phil Eliopoulos would like to see the revised concept plan and staging plans.

John Greeley addressed Beverly Woods question on Stedman Street, saying that it will be taken out of service in March 2002 for reconstruction. Jack McDonnell pointed out that the sites off the side of the road that are being cleared are for wetland mitigation and flood storage. John Greeley thanked Rick Reed for his help in settling the concerns of the neighbors on Old Billerica Road.

The Chelmsford Forum will be looked at as a potential second site, besides Kendall Road in Tyngsborough, for a Park and Ride location.

The next Project Advisory Council will be held on January 10, 2002.